



CIVIL AIR PATROL

February 2005

United States Air Force Auxiliary

PLANE TALK

THE NEWSLETTER OF SAN FERNANDO SENIOR SQUADRON 35

From The Commander



"Come and Get Paid"

Volunteerism is one of the great attributes of American culture. Where would we be today without the volunteer? Just ask General George Washington. The majority of soldiers who served with him were volunteer militia. Citizen who could be found plowing their fields one morning, and the next, standing in a skirmish line facing down Generals Howe and Cornwallis.

Just ask the small mid-western councilman who sponsors the local volunteer fire brigade. Ask any governor who declared a state of emergency and found him or herself calling upon the Red Cross.

Ask any church pastor, minister, rabbi or priest. Where do they get their greatest level of support. They will all tell you the same thing. It comes from the volunteer.

As members of the Civil Air Patrol, we all know what volunteerism is and the kind of commitment it requires. We often try to downplay the importance of what we do, hiding behind a shield of lighthearted humor. Jokes about how much our pay has doubled with each promotion or achievement award we receive gets bantered about the squadron meetings. Twice nothing will always be nothing, or so we think. But if our work is nothing, why do those who understand what we do value our service.

Money is not our driving motivation. What keeps us working, training and preparing is the knowledge that someday, someone, somewhere will need us. We want to help. Therein lies the true value and measure of our participation. It is a coin of unimaginable worth, a currency that feeds the soul and brings us together. It is the coin by which we are truly paid. C.A.P. does not mean "Come And Pay." It means come and get paid in the only way which truly counts.

Maj Jim Hayden

Semper Vig



Laughter Lifts Life



Cheerfulness, joy and love are very important powers in our life. As soon as we discover them again, a wonderful access to opens up. We enjoy every day, get more efficient, work

with more enthusiasm, and can help others and therefore get their respect.

But most of all we improve our health because we get more life-power and our way of looking at things positively is improving.

Only in the last 20 years it was discovered that there is a reliable way to reach joy in life: "Free laughter". With the daily repeated exercise of laughing our life becomes more stable. Useful tools like a "laughter CD" may help to keep oneself in practice.

To laugh within a group may be very inspiring. **Laughter** in teams leads people to experience themselves in a completely new way and therefore their motivation to do something or to fulfil a task is improving very much.

The Indian doctor Madan Kataria founded hundreds of laughter clubs in India and has inspired internationally more than 1000 "laughter clubs". He proofed in companies and teams the effectiveness of laughing together.

The legendary American doctor Patch Adams is practicing since more than 30 years a medicine of humour and joy and is on his way to build up the first "silly hospital" in the world. Patch Adams' world was portrayed by the Hollywood actor Robin Williams in a film of the same name.

The meaning of **joy** and cheerfulness for our society can not be overrated. They are motivating and, fulfilling and give new impulses to social life.

Dr. Roland Schutzbach has spread laughter since many years. He has been working in Switzerland as a teacher, philosopher, and therapist since 1982.

In his "*Fun and Laughter*" practice and his laughter projects he is welcoming people who like to learn to laugh again. His activities open the door to laughter as a refreshing fountain of life!

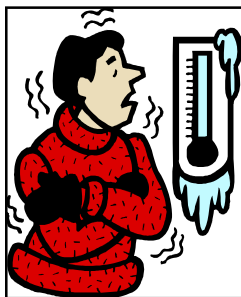




ON THE SAFE SIDE

Capt. John Krogstad
Squadron Assistant Safety Officer

ICE IN SOUTHERN CALIFORNIA?



Well, yes. It could happen to you anytime you find frost on your car on your way to the airport. And frost is just enough to change the flying characteristics of your aircraft.

And, if you fly to higher elevations (such as Big Bear) you could encounter snow, ice and frost.

Since the crash of the aircraft in Colorado recently with the NTSB has taken the dramatic step to alert every pilot to the hazards of aircraft icing. You can click on a link to access the full text of the report.

<http://www.nts.gov/Pressrel/2004/041229.htm>

You will find it very interesting. Read it all. It may save your life this winter!

Also, the AOPA Air Safety Foundation has published a valuable "tips" sheet called "Cold Facts: Wing contamination", addressing the icing issue and how to clean your aircraft of ice safely.

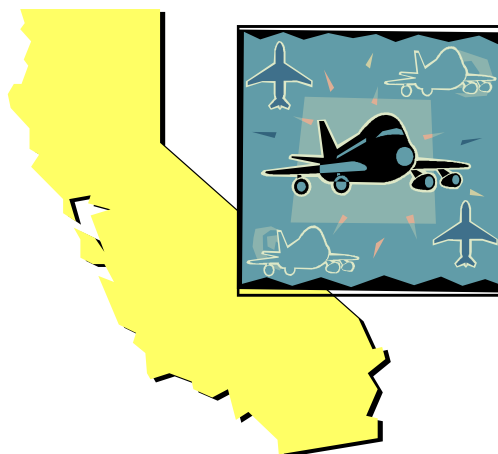
Click on the following link to view it:

<http://www.aopa.org/asf/publications/SB02.pdf>



By taking the time to review both of these valuable resources, you will be in great shape to combat this dangerous condition.

Fly safe!



Excerpts from AOPA Safety Brief:

In the highly regulated airline world the rule is simple:

an aircraft can depart only when it's 'clean' - no snow, frost, or ice on any part of the aircraft. GA pilots should use the same winter operations principle.

The bad news is that underneath the snow there may be a layer of ice that also needs to be removed. Removing frost and ice is trickier than loose snow, but just as critical. The best tool is a heated hangar and an hour to spare. When melting the frost and ice make sure water does not penetrate control surface hinges where it might refreeze and cause problems.

Do not use car ice scrappers, credit cards, or any other hard plastic device to remove frost or snow from the windshield. Do not taxi until you can see enough to move safely.

AEROSPACE EDUCATION

William "Billy" Mitchell

Who was William "Billy" Mitchell? Billy Mitchell was an aviator in World War I and a fierce proponent of the use of aircraft in war. Billy Mitchell was born in Nice, France, December 28, 1879 of American parents who they were touring Europe. Billy Mitchell was raised in Milwaukee, Wisconsin and attended Racine College and Columbian University. He left Columbian University in 1898 to enlist to serve in the Spanish-American War.

Billy Mitchell was stationed in Cuba and the Philippines at this time. He was attached to the Signal Corps in 1901. He was assigned to the general army staff in 1912. In 1915, Mitchell was sent to the aviation section of the Signal Corps. He was considered too old to become a pilot, so he went and took private flying lessons on his own and learned to fly. In 1917, Mitchell was in Europe acting as an observer when the United States became involved in World War I.



He became air commander of the American Expeditionary Force of I Corps and had the distinction of being the first American pilot to fly over enemy lines. In 1918, Mitchell led a bombing attack on St. Mihiel with over 1400 aircraft. Billy Mitchell returned from World War I a staunch supporter of the use of aircraft in warfare and spent over twenty years promoting and defending his ideas.

Billy Mitchell was critical of the U.S. military's lack of attention to the building up and support of a separate air corps. Mitchell even said that airplanes and their use in war made naval vessels obsolete. He attempted to prove this point in 1921 and 1923. Using captured German ships and old U.S. ships, Mitchell and a group of pilots successfully bombed and sank the Ostfriesland, a German battleship, in 1921. They started bombing with 600 pound bombs and caused significant damage to the Ostfriesland the first day. The demonstration was postponed because of weather. The next day Mitchell and his pilots dropped 1,100 pound bombs in the morning and then used 2,000 pound bombs in the afternoon to finally sink the battleship Ostfriesland. Mitchell and his pilots also successfully bombed and sank the U.S.S. Alabama.

Later, Mitchell and his pilots would sink the battleships U.S.S. New Jersey and the U.S.S. Virginia. The Navy did everything it could to stifle Billy Mitchell and his exhibitions of the military potential of the airplane. Secretary of the Navy Josephus Daniels vociferously vowed to stand on the bow of any ship that Mitchell attempted to bomb in an effort to stop the demonstrations. The success of the bombings of the naval vessels helped increase support for military aircraft and its use.

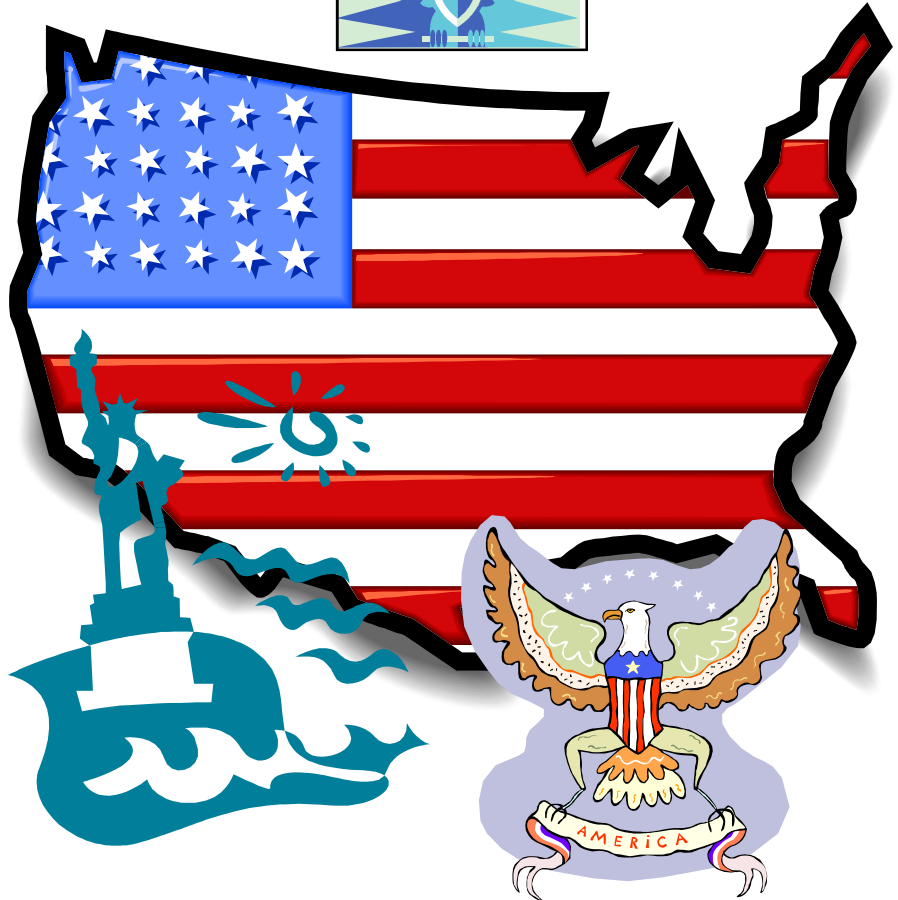
On September 3, 1925, the dirigible Shenandoah crashed and was destroyed during a flight. Billy Mitchell used this event to publish a 6,000 word diatribe against the Army and Navy and their failure to promote military aviation. Mitchell accused the Army and Navy of using uninformed, nonflying personnel in creating the aviation policies for the armed forces. Response was immediate. The court-martial began on October 28, 1925 with Billy Mitchell charged with insubordination. A panel of thirteen officers sat in judgment for seven weeks, and all but one found Mitchell guilty. The one officer voting not guilty was Douglas A. MacArthur. After a half an hour deliberation Mitchell was sentenced to a suspension of his rank and command and loss of pay for five years. President Calvin Coolidge altered the verdict by granting Mitchell half pay, yet Mitchell refused to accept the verdict. He did not want to be on government charity. Billy Mitchell, therefore, resigned from the military on February 1, 1926. He then went on a speaking tour across the United States promoting his ideas of aviation preparedness.

Written by *Robert Wheadon*

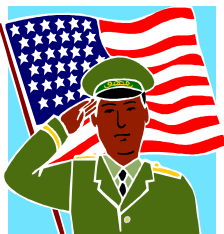
SEID LINES

AMERICA THE BEAUTIFUL (Katharine Lee Bates)

Oh beautiful, for spacious skies,
For amber waves of grain,
For purple mountain majesties
Above the fruited plain!
America! America!
God shed his grace on thee
And crown thy good with brotherhood
From sea to shining sea!
O beautiful for pilgrim feet,
Whose stern, impassioned stress
A thoroughfare for freedom beat
Across the wilderness!
America! America!
God mend thine every flaw,
Confirm thy soul in self-control,
Thy liberty in law!
O beautiful for heroes proved
In liberating strife,
Who more than self their country loved,
And mercy more than life!
America! America!
May God thy gold refine,
Till all success be nobleness
And every gain divine!
O beautiful for patriot dream
That sees beyond the years
Thine alabaster cities gleam
Undimmed by human tears
America! America!
God shed His grace on thee,
And crown thy good with brotherhood
From sea to shining sea!



Promotions and Awards



Jerry Bartak to Capt

Capt Brian Stover
Counter Drug Ribbon

Mark Beutel to 2Lt

1Lt Sam Tammajian
Commander Commendation

Carol Mailander to Capt

David Oberhettinger to 2Lt



HISTORICAL KALEIDOSCOPE



X-1A with pilot Joe Walker 1955



YF-12A with pilot Donald L. Mallick 1972



**1955 View (looking south east) of the newly constructed ANG Base facilities
-Van Nuys-**

USAF NEWS



KORAT, Thailand (AFPN) -- Tech. Sgt. Siamrad Maher poses with schoolchildren at a school here as a part of a humanitarian outreach program during the Cope Tiger 2005 exercise Jan. 27. Military medical teams from the U.S. Air Force, U.S. Navy, Thailand and Singapore are giving ocular and dental care to Thais citizens. He is here from the 18th Medical Group at Kadena Air Base, Japan. (U.S. Air Force photo by 2nd. Lt. Ben Sakrisson)



OVER EDWARDS AIR FORCE BASE, Calif.

The CV-22 Osprey fires countermeasures out of one of the rear buckets, or storage areas for countermeasures, during a safe-separation test over the precision impact range area here. (Courtesy photo by Kevin Kidd)

FAA REGULATIONS

4-1-9. TRAFFIC ADVISORY PRACTICES AT AIRPORTS WITHOUT OPERATING CONTROL TOWERS

a. Airport Operations Without Operating Control Tower

1. There is no substitute for alertness while in the vicinity of an airport. It is essential that pilots be alert and look for other traffic and exchange traffic information when approaching or departing an airport without an operating control tower. This is of particular importance since other aircraft may not have communication capability or, in some cases, pilots may not communicate their presence or intentions when operating into or out of such airports. To achieve the greatest degree of safety, it is essential that all radio equipped aircraft transmit/receive on a common frequency identified for the purpose of airport advisories.

2. An airport may have a full or part-time tower or Flight Service Station (FSS) located on the airport, a full or part-time UNICOM station or no aeronautical station at all. There are three ways for pilots to communicate their intention and obtain airport/traffic information when operating at an airport that does not have an operating tower: by communicating with and FSS, a UNICOM operator, or by making a self-announce broadcast.

b. Communicating on a Common Frequency.

1. The key to communicating at an airport without an operating control tower is selection of the correct common frequency. The acronym CTAF which stands for Common Traffic Advisory Frequency, is synonymous with this program. A CTAF is a frequency designated for the purpose of carrying out airport advisory practices while operating to or from an airport without an operating control tower. The CTAF may be a UNICOM, MULTICOM, FSS, or tower frequency and is identified in appropriate aeronautical publications.

2. The CTAF frequency for a particular airport is contained in the A/FD, Alaska Supplement, Alaska Terminal Publication, Instrument Approach Procedure Charts, and Standard Instrument Departure (SID) charts. Also, the CTAF frequency can be obtained by contacting any FSS. Use of the appropriate CTAF, combined with a visual alertness and application of the following recommended good operating practices, will enhance safety of flight into and out of all uncontrolled airports.

c. Recommended Traffic Advisory Practices.

1. Pilots of inbound traffic should monitor and communicate as appropriate on the designated CTAF from 10 miles to landing. Pilots of departing aircraft should monitor/communicate on the appropriate frequency from start up, during taxi, and until 10 miles from the airport unless the FARs or local procedures require otherwise.

2. Pilots of aircraft conducting other than arriving or departing operations at altitudes normally used by arriving and departing aircraft should monitor/communicate on the appropriate frequency while within 10 miles of the airport unless required to do otherwise by the FARs or local procedures. Such operations include parachute jumping/dropping, enroute, practicing maneuvers, etc.

Rule one: No matter what else happens, fly the airplane!!

JUST KIDDING

The probability of survival is equal to the angle of arrival.

Remember, you're always a student in an airplane

Aviation is not so much a profession as it is a disease.

Tower: "Mission 123, do you have problems?"

Pilot: "I think, I have lost my compass."

Tower: "Judging the way you are flying, you lost the whole instrument panel!"

Speed is life, altitude is life insurance.

Jet noise: The sound of freedom.





Squadron 35 Calendar

February 2005

Sun	Mon	Tue	Wed	Thu	Fri	Sat
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26 SLS/CLC Costa Mesa
27 SLS/CLC Costa Mesa	28					

For additional information about California Wing Conference go to:
[www.cawg.cap.gov/html/News/\\$whatsnew.htm](http://www.cawg.cap.gov/html/News/$whatsnew.htm)



Plane Talk is published 6 times per year by Senior Squadron 35, Charter number CA 080. Squadron 35 address is 12653 Osborne Street, Pacoima, CA 91331. Squadron Commander is Major James Hayden.

Squadron 35 meets every Wednesday at 1930 hours. Meetings are held at Squadron Headquarters, Whiteman Airport, 12653 Osborne Street, Pacoima, CA 91331.

At each meeting, CAP topics are considered and discussed. Visitors and members of other CAP groups are welcome to attend.

Please email comments to Maj Brian Stover or
2 Lt Mark Beutel at the following email address:

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2Lt Mark Beutel: wingman5@comcast.net

THANK YOU!